

BUICK
1928

Power—the mighty force of unlimited power
Buick for 1928 soon on display
THE DRAGON MOTOR CAR CO. LTD.
Telephone Central 1246 or 1247.
83, Wong Nai Chung Road, Happy Valley.

China

LAWYER, SUPREME COURT

ESTABLISHED
1843

No. 25,680 HONG KONG, SATURDAY, OCTOBER 1, 1927.

PRICE, \$3.00 Per Month



Sunday—Old Walk from the Peak. The Voice Boatman.

Monday—That Man with Picture—And Drowsy Cats.

Tuesday—The Hong Kong Teacup.

Wednesday—Out-Of-Door Sports—A Cat, a Monkey.

Thursday—The Mystery of the Monkey.

Friday—The Monkey Jackets—Hong Kong and Other Places.

Saturday—Bad Girls in the Colony—Merry Pictures.

With the week over, this class during these past

Sunday—mission, we have to go out for a quiet walk instead. So putting

the pup to sleep, took the train to the Peak and sailed downwards by way of the forestry path

which runs past the reservoir and

brings you upon the main road outside Pokfulam Police Station.

So far we had enjoyed ourselves.

The journey, of course, was all

down hill, but apart from this

consideration the clear air not

too heavily scented with wood

smells and the rugged scenery

mightily pleased the eye. Upon

continuing our homeward way

along the road, however, most of

our joy departed. First of all

heavily laden motor buses, hum-

THE
VULGAR
BOATMEN

bered by a number of motor

cyclists racing at full speed,

was governed by a strict

ordinance that forbade the

roadside. Then came the

of fifty or forty men in

the "Voice Boatmen" on

Then followed a long

block, some one thousand

something out of the

the man, and then a

whiff of new-mown hay.

freshly taken-out straw

floated gently towards us

the Dairy Farm, we came

Chinese Christian Chapel on

a graveyard, and as that

Scholar, and inside about

forty men and girls

giving forth, onward, Chris-

Soldiers." Whether they

shouting for Feng-Yi-Yuan-

not I do not know. Anyho-

scene quite remarkable, and

relative value of "Christian" in

the scheme of things, is still

the question.

With the advent of cooler weather,

outdoor sports are

into their own.

So far, both boys' cricket and

hockey are about to commence.

Good sport is promised in all

the parks, and the

Monday, a week on

fully. And its anticipated to

amuse the wife. She

difficult, however, to get this

miniature Billingsgate, what she thinks of

complete possession of the flat.

He tells me, however, that difficult problem has been solved. We

on a nice night, and

on the verandah and

stay, but the wife is

merely waiting for

Speaking of which, who

of anyone in Hong Kong

Chinese drop-eared cat,

not trying to be a "sister" or

—was a surprise, according

to the last news, reported by French.

Our cat shows, during the

years. If there is a

around here, it is

is a great extent

contingent in the

this regard, the

is likely to be

containing a good pro-

more than useful

that the Club

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DODWELL & COMPANY, LTD.

FOR BOSTON AND NEW YORK Via SUEZ.
S.S. "BOLTON CASTLE" ... Sails on or about 15th October.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (Fiume).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0.
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI
From Hong KongM.V. "ROMOLO" Sails on or about 13th October.
S.S. "VENEZIA" Sails on or about 10th November.
M.V. "REMO" Sails on or about 8th December.HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE
From Hong KongM.V. "ESQUILINO" Sails hence on or about 18th Oct.
M.V. "ROMOLO" Sails hence on or about 15th Nov.
S.S. "VENEZIA" Sails hence on or about 13th Dec.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.S.S. "UMVOLOSI" Sails from Calcutta 2nd October.
S.S. "UMZUMBI" Sails from Calcutta 2nd November.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

NYKLINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$88, via San Francisco.

G340, G420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan, Ports & Honolulu.

SIBERIA MARU Tuesday, 4th October.

TAIYO MARU Tuesday, 18th October.

TENYO MARU Monday, 31st October.

Calls Los Angeles, omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

ATSUTA MARU Saturday, 8th October.

KASHIMA MARU Saturday, 22nd October.

SYDNEY & MELBOURNE via Manilla & Ports.

AKI MARU Wednesday, 19th October.

MISHIMA MARU Wednesday, 23rd November.

BOMBAY via Singapore, Penang, & Colombo.

TAMBA MARU Tuesday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

BOKUYO MARU Wednesday, 16th November.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Saturday, 16th October.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU Tuesday, 11th October.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU Thursday, 20th October.

CALCUTTA via SINGAPORE, PENANG & RANGOON

NAGANO MARU Saturday, 1st October.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 21st October.

SHANGHAI, KOBE & YOKOHAMA.

SUWA MARU Monday, 3rd October.

TOTTORI MARU (Moji direct) Wednesday, 5th October.

YAMAGATA MARU (Moji direct) Saturday, 8th October.

SEIYO MARU (Kobe direct) Monday, 10th October.

FUSHIMI MARU Monday, 17th October.

+ Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)M. M.
MESSAGERIES MARITIMESLIGNES COMMERCIALES (Cargo Boats)
Monthly Sailings direct to HAMBURG ROTTERDAM, DUNKIRK.
S.S. "DR. P. BENOIT" 10th October.S.S. "SI-KIANG" due to arrive from DUNKIRK.
LONDON, HAVRE about the 21st October.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Ara & Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ANGERS	B		
DAFTAGNAN	A		
GAL. METZINGER	A	9th September	11th Oct.
SPHINX	A	23rd September	26th Oct.
POSTHOS	A	7th October	2nd Nov.
P. LEGAT or A. LEBON B	B	1st October	23rd Nov.
			5th Dec.
			10th Dec.

RATES OF PASSAGE MONEY TO MARCHIENES

(including Table Wine and Free Doctor's Attendance).

A Class 1st Class £99.0s. 0d. B Class 1st Class £85.0s. 0d.
Steamers 2nd £70.0s. 0d. Steamers 3rd £51.0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Aberdeen, Liverpool, London, Paris, Hamburg, Antwerp, etc.

(Sailings subject to change without notice.)

M. M. MESSAGERIES MARITIMES

Telephone Central 740. Queen's Building.

COMMISSIONERS FRANCAIS D'INTERMEDIATION.

SHIPPING SECTION.

A QUEER VOYAGE
FROM HONOLULU ON A PLANK.

Honolulu has discovered a man beside whom the transoceanic filers seem as cautious as a negro passing a graveyard, according to the Honolulu Advertiser. He is one Joseph Elsik, who hails originally from Poland but who has more recently been a citizen of Honolulu without portfolio, so to speak.

Here is what Elsik attempted, according to the Advertiser: "With a plank three feet wide and eight feet long, a compass and a map contained in a jelly jar, his suit-case strapped to the front of the plank and several cans of corned beef located along the raft, Elsik set sail from pier 6 at sunset.

"He didn't get very far, due to the activities of certain police persons, who decided that Elsik hadn't qualified for any trans-Pacific swimming derby. He was hauled back to shore, where he explained the purpose of his unique travelling equipment.

"Elsik's plan was to paddle about a mile from Koko Head, get his bearings on his compass and with this set with the map for Los Angeles, he was going to head for the land of cinema, sunshine and suckers.

"He would swim until he got tired, and then stop and rest. If a boat came by he would attach a rope to his 'boat' and be towed to the coast. The only thing that interfered with that plan, he said, was that he didn't have any rope.

"It was suggested that he procure a sail.

"I thought of that," Elsik admitted with a foxy grin. "Only the wind's against me, and it would blow me to China. I don't want to go to China."

"The resourceful navigator had things figured close. He would eat corned beef and drink even water. 'Corned beef is salty,' he said, 'and if I can eat that, I can drink salt water.'

"In his suitcase were the accoutrements of a travelling man—shirts, underwear, a mirror and safety razor."

"All I lacked was motive power," Elsik explained. "I can swim, but not too much. He intimated that he would be pleased if some one would donate an auxiliary motor to his 'boat' since sails are out of the question and his arms are admittedly fallible.

"I am going to leave Honolulu," Elsik said, "I want to go back home to Poland where my father is, and if I can get some ship to tow me, I'll start any day. My craft is seaworthy," he added, which was indisputable, according to the police, but he didn't say anything for its ability to retain its cargo and passenger.

The M.V. "Japan" (Swedish East Asiatic Co., Ltd.) left Antwerp on September 2, and is due here on or about October 12.

The M.V. "Romolo" (Dowdell & Co., Ltd.) sailed from Aden on September 12, and is due in Hong Kong on October 13.

The following vessels of the Compagnie des Messageries Maritimes are expected to arrive in Hong Kong:—

S.S. "General Metzinger" October 11.

S.S. "Si-Kiang" October 21.

S.S. "Sphinx" October 25.

S.S. "Forthos" November 9.

TAKULU ACCIDENT

FIVE DAYS TO MAKE ONE DAY TRIP.

The bureau of customs, Manila, will conduct an investigation of the accident which happened to the steamer Takulung which ran aground near Mangapin, in Mindoro.

One phase which the board will investigate will be the duration of the voyage of the Takulung, from the Open dockyard of the Hoa Hin Co., under the direction of the manager M. E. Cleland, Sr., and it is expected to complete the ship within seven months.

The ship, which is to be used as a passenger and freight vessel, on the local lines, is understood to be the first of a number it is the plan to build, and several other local shipping firms are awaiting the result of this first construction with much interest.

So far, it is understood, contracts are being prepared for two more vessels of this type, one a smaller, and the other of the same size.

It is reported that several Chinese firms are planning to order several steel ships.—"Manila Bulletin."

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Morea" from Hong Kong arrived Marseilles yesterday.

The R.M.S. "Empress of Asia" left Yokohama for Vancouver on September 23 at 8 p.m. and is due at Vancouver to-morrow.

The B. I. & Apcar Line s.s. "Tilawa" will leave Amoy for this port on October 2 at p.m., and is due here on Monday.

The B. I. & Apcar Line s.s. "Torilla" left Singapore for this port on September 23 at p.m., and is due here on Tuesday.

The C.P.S. R.M.S. "Empress of Canada" (Capt. S. Robinson, C.B.E., R.N.R.) arrived at Manila on September 23 at 7 a.m. left Manila yesterday at 4 p.m., and is due at Hong Kong on Monday at 8 a.m. She will berth at Pier No. 5, Kowloon Wharf, and will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama on October 15 at noon.

The R.M.S. "Empress of Russia" left Vancouver for Hong Kong, via Japan ports and Shanghai, on September 22 and is due here on October 10.

The M.V. "Japan" (Swedish East Asiatic Co., Ltd.) left Antwerp on September 2, and is due here on or about October 12.

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CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "City of Lincoln," are advised that all goods remaining undelivered after Monday, will be subject to rent.

Consignees of Cargo ex s.s. "D'Artagnan" are advised to send in their claims to the Agent before October 7.

"I will go any way I can," he said. "If I can't get some ship to tow my boat, I will sell it.—United Press.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for U. S. Shipping Board.

By SWAYNE & HOYT, INC.

FOR SAN FRANCISCO & LOS ANGELES.

S.S. "WEST ELCAJON" Oct. 3.

For full information apply to:

SWAYNE & HOYT, INC.

L. EVERETT, Inc.

General Agents.

Telephone C. 8008.

1st Floor, Queen's Building.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, PHILADELPHIA & HAVANA.

AMERICAN & ORIENTAL LINE

M.V. "FORRESBANK"

via Suez Canal

3rd October.

6th November.

20th November.

10th November.

10th November.

10th November.

10th November.

10th November.

**P. & O.-British India
Apcar and
Eastern & Australian
Lines**
(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
ALIPORE	5,273	6th Oct.	Straits, Colombo & Bombay, Marseilles & London
MALWA	10,968	15th Oct.	Straits, Colombo, Marseilles & London
MAGPORE	5,283	20th Oct.	Marseilles, London, Antwerp & Hull
KASHMIR	8,985	29th Oct.	Marseilles & London
MACEDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London
MANTUA	10,946	10th Dec.	Marseilles & London
KASHGAR	9,005	24th Dec.	Marseilles, London & Antwerp
		1928	
MOREA	16,053	7th Jan.	Marseilles & London
DEVANHA	8,165	21st Jan.	Marseilles, London & Antwerp
MALWA	10,986	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	Marseilles, London & Antwerp
MACEDONIA	11,120	3rd Mar.	Marseilles & London

Frequent connection from Fort Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	6th Oct.	Singapore, Penang & Calcutta
TAKLIIWA	7,936	11th Oct.	Singapore, Penang & Calcutta
SANTHIA	7,754	5th Nov.	Singapore, Penang & Calcutta

* Calls Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

ABAFURA	6,000	28th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne.
TANDA	6,656	2nd Dec.	
ST. ALBANS	4,500	30th Dec.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Nollo, Cebu, Kolambungan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union K. S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ARAFURA	6,90	4th Oct.	Moji, Kobe, Osaka and Yokohama
TORILLA	5,95	6th Oct.	Moji, Kobe & Osaka
SANTHIA	7,754	13th Oct.	Amoy, Shanghai, Moji, Kobe & Osaka
MACEDONIA	11,120	15th Oct.	Shanghai, Moji, Kobe & Yokohama
JEYPORE	5,318	25th Oct.	Shanghai, Moji, Kobe & Yokohama
MONGOLIA	16,504	29th Oct.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,056	8th Nov.	Moji, Kobe, Osaka & Yokohama
MANTUA	10,046	12th Nov.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,132	19th Nov.	Shanghai, Moji, Kobe & Yokohama
KEIVA	9,006	26th Nov.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	8,985	6th Dec.	Moji, Kobe, Osaka & Yokohama
ST. ALBANS	4,500	10th Dec.	Shanghai, Moji, Kobe & Yokohama
MOREA	10,953	10th Dec.	Shanghai, Moji, Kobe & Yokohama
KALYAN	9,144	13th Dec.	Shanghai, Moji, Kobe & Yokohama
DEVANHA	8,156	24th Dec.	Shanghai, Moji, Kobe & Yokohama
		1928	
MALWA	10,080	7th Jan.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	21st Jan.	Shanghai, Moji, Kobe & Yokohama
KEIVA	9,185	28th Jan.	Shanghai, Moji & Kobe
MACEDONIA	11,120	4th Feb.	Shanghai, Moji, Kobe & Yokohama
KASHMIR	8,936	18th Feb.	Shanghai, Moji, Kobe & Yokohama

* Calls at Daly.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-call蒸气 steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information Passage Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cunarder R. C. HONGKONG. Agents.

BOSTON, NEW YORK & BALTIMORE

JOINT SERVICE OF THE

BLUE FUNNEL LINE.

(OCEAN S.S. LTD. & CHINA MUTUAL S.N. CO. LTD.)

AMERICAN & MANCHURIAN LINE

(HILLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF LINCOLN" via Suez Canal 3rd Oct.

S.S. "CITY OF EASTBOURNE" via Suez Canal 8th Nov.

S.S. "CITY OF WELLINGTON" via Suez Canal 20th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIBRETT or THE BANK LINE LTD. Hongkong.

Agents: CHINA MUTUAL S.N. CO. LTD.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.**

STEAMER FOR
STRAITS, COLOMBO,
AUSTRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS,
AND LONDON.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, PERSIAN GULF,
CONTINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship

"ALIPORE"

carrying His Majesty's Mails will be despatched from this port on or about THURSDAY, the 6th October, 1927, at 10 a.m. taking Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to
MACKINNON, MACKENZIE & CO.
Agents.

Hong Kong, 29th September, 1927.

\$2,500,000 LOSS.

The various items of expense incurred by the United States Shipping Board in the operation of the Government fleet in the making of over 1,200 voyages in 1926 are contained in a tabulation just prepared, a summary of which shows the operating expenses to have exceeded the revenues from the voyages of \$2,500,000, not including insurance, repairs or administrative expense.

The ships carried a total of 9,800,000 tons of cargo and about 108,000 passengers, the report shows the approximate revenue being \$60,800,000 and the voyage expense approximately \$14,000,000 was for wages, \$11,000,000 for food, stores and equipment, \$17,400,000 for stevedoring and port charges, \$8,900,000 for fees, commissions and brokerage, \$3,800,000 for miscellaneous and \$23,000,000 for fuel," the statement shows.

"Out of this \$83,800,000 voyage expense approximately \$14,000,000 was for wages, \$11,000,000 for food, stores and equipment, \$17,400,000 for stevedoring and port charges, \$8,900,000 for fees, commissions and brokerage, \$3,800,000 for miscellaneous and \$23,000,000 for fuel," the statement shows.

"The business of supplying our ships for this great number of voyages represents a real task. This work is supervised by the supply department in Washington under the director of supplies. Following is a general summary of the work of that department during a year.

"Fuel division: Fuel oil purchased 12,569,000 barrels; coal purchased 346,280 tons; total value \$22,498,000.

"Operated and maintained fifteen owned and (or) leased fuel oil stations from which was issued approximately 8,354,000 barrels of fuel oil with a value of \$4,887,000.

Directed the movement of tank steamers engaged in supplying these stations.

"Purchasing division: Purchases made by this division, exclusive of fuel and office supplies, amounted to \$3,730,000. The activities of this division have been greatly increased since last September by taking over purchases formerly made by the United States Lines and by extending the contract plan of purchasing which includes all subsistence stores formerly purchased by managing operators. The volume of this additional business is estimated annually to be \$5,000,000.

"Stores and sales division: Maintained and operated approximately fifteen store houses at domestic ports and was responsible for materials and equipment stored for foreign ports. This equipment was valued at \$3,612,000. Sales and delivery to vessels, including transfers to other Government departments, of materials and equipment was valued at \$3,731,000.

"Inventory division: Has supervision over the inventoring and accounting for materials and supplies aboard vessels at time of transfer to and from managing operators and to purchasers; also a running record of stores used on all vessels, exclusive of passenger vessels, by means of stores books placed aboard all cargo vessels.

"Office division: Has supervision over purchasing, receiving and storing of all office supplies, furniture and printing required for use by the United States Shipping Board and Merchant Fleet Corporation. Total value of purchases made by this division was \$117,000.

"Inland traffic division: Has supervision over land transportation of all supplies and equipment used by the corporation, the verification of transportation vouchers, including presentation of claims to the carriers.

"All claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 3rd October, will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 17th October, 1927, or they will not be recognized.

All broken, chafed, and damaged goods, are to be left in the Godowns, where they will be examined on the 3rd October, 1927, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBR, LIVINGSTON & CO. LTD.

Agents.

Hong Kong, 26th September, 1927.

SHIPPING'S RECOVERY.

Shanghai's shipping recovered from its set-back of the previous year and established a new record, both in tonnage and number of vessels entered and cleared. The period, however, was not perhaps so successful as the figures would seem to indicate.

Although Shanghai was happily spared any repetition of the grave labour trouble which had embarrassed shipping during 1925, fighting and political disturbances throughout the country caused more hindrance than in previous years.

The important trade centres of Tientsin and Hankow were partially closed at one time or another by warfare, while the southern ports never fully recovered from the peculiar position that had already existed there for six months at the opening of the year.

Furthermore, throughout the period the dislocated communications of the interior continued to prevent large quantities of produce from reaching the seaboard. Export cargo in consequence was seldom sufficient for the number of vessels offering.

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Hong Kong, Saturday, October 1, 1927.

A SATURDAY CAUSERIE.

Since the introduction of a

branch of the Ministering

Children's League into the Colony

many years ago and the uniting

with it in 1920 of the Hong Kong

Women's Guild, both have carried

on a very creditable combined

work of service by the organisation

of various entertainments to

raise funds which are distributed

amongst various deserving chari-

ties, including many entirely local

in their purpose. The objects of

the M.C.L. are to promote kind-

ness, unselfishness and the habit

of usefulness amongst the young

in their own homes, in order to

form unselfish characters, to en-

courage young people to take an

active interest in the needs of

their own parish or district and

to create in the minds of mem-

bers an earnest desire to help all

who are in need. Right nobly has

the local branch upheld the high-

est ideals of the founders of the

League. The interests and ser-

vice of young and old alike have

been obtained in the good work

and invaluable help has been ren-

dered to hospitals and other in-

stitutions which render public

service.

The organisation of such an effort as the monster fete which takes place at Lee Gardens to-day requires months of arduous work on the part of the organisers and the arrangements for the entertainment and comfort of the visitors are such that, given favourable weather, it is bound to prove the huge success which the promoters have every hope of attaining. In addition to the usual work of benevolence and assistance to the poor, the two great objects of the fete are to raise money for the

Chamber of Commerce and the

CANTON SECRETS.

TWO GENERALS ARRIVE AT UNDERSTANDING.

LEANING TO WU-HAN.

"Secrets" of a pact at Canton have leaked out, giving a strong impression that General Li Chai-sum and the Ironsides have come to an agreement on all major questions.

Li Chai-sum is stated to have accepted the principal terms stipulated by

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LOCAL AND GENERAL NEWS.

The Nationalist's aeroplane Chung-shan No. 2, which was recently damaged whilst flying over the enemy lines, was brought to Shanghai from Nanking for repairs.

A ricsha coolie was condemned in the Shanghai Provisional Court for robbing an armed highway robber who had held up a man and sticking to him until police assistance was forthcoming.

The "Central China Post" is informed that the China Merchants Steam Navigation Company shortly will resume full sailings, as the Nationalist Government have returned all the ships they have been keeping for so long.

The body of an unknown Chinese was found in Kiangwan Road, Shanghai, with a bullet wound in the back of the skull. Residents near by stated that they heard a few shots on the previous night, but they were afraid to leave their homes to see what was the matter.

Kedah, writes the Alor correspondent of the "Pinang Gazette," had a visitor from the air at 8.45 on Sept. 14 when Mr. S. H. G. Trower, of the Air Survey Co. Ltd., of Rangoon, landed at Kuala Kedah in his seaplane owing to unfavourable weather and shortage of petrol.

After experiments extending over nearly 14 years, Mr. J. L. North, curator of the Royal Botanic Society, Regent's Park, London, is said to have acclimated the Manchurian soya bean. It remains, however, to test the commercial possibilities of the bean as grown at home.

St. Peter's Church Young Men's Club has decided to form a division of the St. John Ambulance Brigade, and at a meeting held last month some 12 members signified their intention of joining. The Chairman of the Club was elected as Divisional Superintendent, and Dr. T. C. Wong Divisional Surgeon. The joint secretaries will be glad to hear from any club member who wishes to join. Drills and lectures will commence early this month.

The Stockholders' International Mercantile Marine Corporation have approved of the recapitalisation plan under which five shares of the present Preferred Stock at \$100 par value will be exchanged for one share of the new Preferred Stock at no par value plus five shares of the new Common Stock at no par value and also five shares of the existing Common Stock to be exchanged for one share of the new Common Stock at no par value.



Frank M. Firo, president of a large meat packing company in Brooklyn, N. Y., who has donated a cash prize of \$10,000 to the artist who designs the most beautiful and "hot dog" stand. Mr. Firo took this action following the prosecution of several "hot dog" vendors around New York City.

The Nationalist Government, according to the Hankow native press, has issued a notification to the officers of all departments and their bodyguards to make preparations for leaving Hankow for Nanking as soon as a gunboat is despatched from the latter place to carry them.

Mrs. James V. Arrington, who secured a divorce from Mr. Arrington some time ago, brought suit in the U.S. Court, Shanghai, for alimony. Arrington, who is a radio operator in the American Navy, had not paid her any money, complainant told the Court, since June 30. Further questioning by Judge Purdy brought out that she is Russian and has been living in the French Concession, paying \$80 for her room and board. She is \$170 in arrears. Judge Purdy fixed alimony at \$50 per month.

SOCIAL AND PERSONAL NEWS.

Mr. Eli Dworetz, founder of the Shanghai firm of Eli Tawil & Co., sailed for New York on the "President Jefferson."

The Malaya Chief Justice (Sir Henry Gomperz) and Mr. Justice Farrier Manby left for Ipoh to sit in the F.M.S. Full Court of Appeal.

A memorial tablet to the late Rev. J. H. Lewis, B.D., pastor in Singapore from 1922 to 1924, was unveiled at the Wesleyan Methodist Church.

Mr. L. W. Thivy has been appointed temporarily a member of the Rubber Assessment Committee, F.M.S., during the absence of Mr. J. P. R. Waugh.

Mr. S. W. Ts'o has admitted to partnership Mr. P. M. Hodgson, solicitor, the firm being known as Messrs. Ts'o and Hodgson, at 3rd floor, Pedder Building, Pedder Street.

We regret to learn, says the "Straits Echo," that Inspector Beckingham of the Arms and Explosives Department is lying seriously ill at the General Hospital with double pneumonia.

Malacca sportsmen will learn with regret of Mr. L. G. Robertson's coming transfer to Singapore. He was a member of the Malaya Cup Soccer side, and is the Rugby captain of the Malacca Club.

Mr. J. Strachan, General Manager, F.M.S. Railways, accompanied by Mr. H. W. Perkins, Traffic Manager, and party arrived in Penang from Kuala Lumpur and left the same afternoon for Klang on inspection duty.

The wedding took place at Penang between Mr. W. G. Hamilton of Ipoh and Miss Sylvia Baddeley, daughter of Mr. Rev. H. Baddeley. The bride was accompanied by Mr. W. G. Urquhart, the best man, being Mr. L. E. Evans. The Rev. Keppele Garman officiated.

Dr. S. A. McSweeney, M.B., B.S. (Hong Kong), has passed the Royal College of Surgeons' examination in London, and is now a member of the Royal College of Surgeons of England.

Mrs. J. S. Fletcher, of Sandycroft estate, is in Taiping hospital with fever.

The Hon'ble Mr. C. V. A. Espeut, Director of Public Works, has left Kuala Lumpur for Perak.

The Hon. Mr. H. V. Towner, Colonial Engineer, P.W.D., Singapore, is on a visit of inspection to Penang.



H. E. The Governor of Malaya, Sir Hugh Clifford, has consented to become patron of the Malay Football Association.

Mr. H. A. Brien, manager of Petaling Tin Mines, Ltd., was entertained to a farewell tea party by the mine staff prior to his departure for home.

Mr. G. E. Johnson, lately of Chemor, who is now manager of Tanah Merah estate, Johore, returned from home to the "Aeneas" and looks exceedingly fit and well.

At St. George's Church, Penang, Mr. Walter Oswald Hunt, Inspector of Machinery, Ipoh, was married to Miss Mabel Iris King, the bride being given away by Mr. W. E. Hunt.

Mr. J. V. Perrin, who retired from the post of Chief Clerk to the G.M.R., Kuala Lumpur, in 1919, died at Madras on August 30, at the age of 50 years. He leaves a widow and three children.

Mrs. Lydia C. Dimitriades, who has done much to entertain the various forces stationed in Shanghai with her concert parties, met with an unfortunate accident whilst in a motor-car in which the steering was broken.

Owing to continued poor health, Mr. W. F. Harley, in charge of Meaurs, Butterfield & Swire's interests in Chefoo since 1925, has resigned and is going home. He has served as chairman of the Foreign Chamber of Commerce and a member of the Industrial Commission.

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At the conclusion of the present session of the F.M.S. Court of Appeal a meeting of the Committee appointed to consider the revision of the Civil Procedure Code will be held in Ipoh.

The French Post Office will issue two special stamps, bearing emblems of Washington and Larache, to celebrate the arrival of 30,000 United States ex-soldiers on a visit to the French battlefields.

A Matang correspondent writes to the "Times of Malaya": "On Saturday night Mr. E. F. Stephenson of Ipoh, shot two huge crocodiles at Kuala Sagam river, Port Weld. There were 23 crocodiles at the place that night but he only picked out the biggest two."

In a letter to "The Times," Brigadier-General C. D. Bruce suggests, as a means of ending the civil war in China, the taking away of the major prize, Greater Shanghai. Once Shanghai, with its vast wealth, as well as Tientsin, is made inviolable, a very big step, he says, will have been taken towards reasserting law and order throughout Central and Northern China.

The No. 1 Special District Kuomintang has addressed a letter to the Shanghai Woosung Garrison Commissioner complaining about the cabarets in the Jukong Road district, saying that they are frequented by sailors, and that brawls frequently take place. They state that they were prohibited by the former Military Governor of Shanghai and Woosung and that action should now be taken in connection therewith.

When Mr. Jay J. McCarthy pleaded in a Chicago court that his client's home had been entered by prohibition agents without a search warrant, he quoted from Blackstone:—"Lightning may strike the house, and snow and rain may fall into it, the wind may blow into it, but the King cannot enter it." "That may be true," replied the Commissioner, Mr. James R. Glass, "but what's a mere King as compared to a prohibition agent?"

An exposition to celebrate the 20th anniversary of the establishment of the Government-General is planned for next autumn by Seoul provincial authorities, with a full support of the Government-General. The exposition probably will be held in Seoul at an estimated cost of Yen 1,500,000. The Government-General is reported to have decided to pay a subsidy totalling Yen 350,000, while Seoul provincial authorities will grant a subsidy of Yen 400,000.

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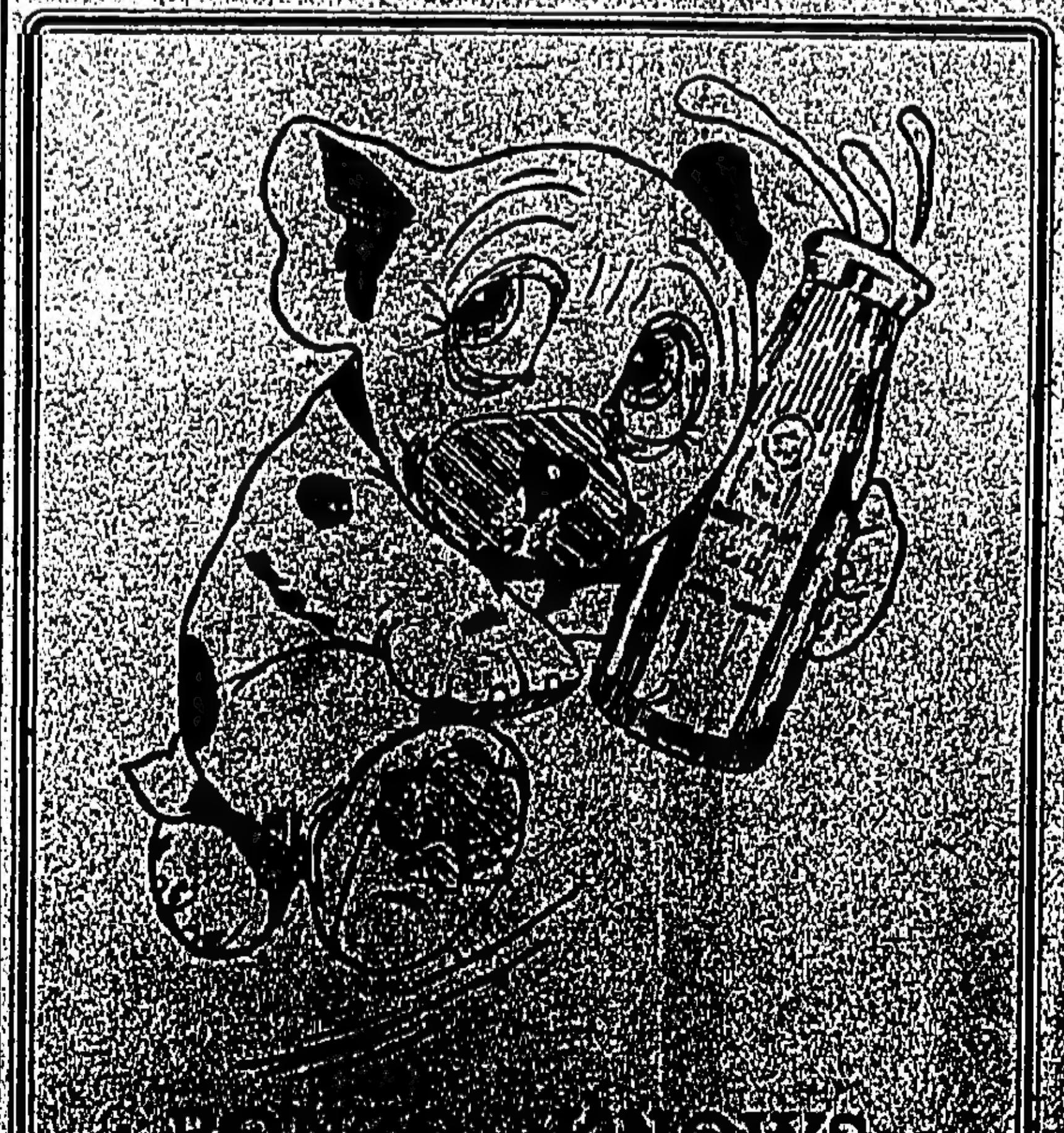
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NEWS

IN ROUMANIA

ROYAL WOMEN COMPLICATE SITUATION

In spite of the fact that five-year-old Michael has been proclaimed King of all Roumania, political and regal troubles are not ended in this war-scarred country.

There are five royal women in Roumania, each of whom is asking herself who is to fill the throne—and each getting the satisfactory answer, herself.

Chief and most spectacular of the five is Queen Marie, Christened by the Chancelleries of Europe, and hailed as the ablest diplomat in south-eastern Europe; a woman with the largest and most far-reaching ambitions, aspiring even to an alliance through ties of marriage, with Britain.

Allied with her, to-day, are, first her daughter-in-law, the Princess Helena, mother of the new King; the beautiful unhappy woman who was Carol's second wife, and whom Carol deserted for the red-haired Madame Lupești; and next of the three daughters, Queen Marie, wife of the King of Jugoslavia; Queen Elizabeth, wife of the deposed King of Greece, and the lovely Princess Ileana.

Hitherto in the name of intrigue and clashing ambitions of the Roumanian Court these five royal women have been aligned in two camps among themselves. The rock on which they split was former Crown Prince Carol, and on the one side were Queen Marie of Jugoslavia and Queen Elizabeth of Greece, while on the other were his sister, Princess Ileana, and his wife, Princess Helena.

Queen Marie of Roumania, politic, crafty, astute, temping a natural mother-love with a sense of reality, was willing to see the succession pass to little Prince Michael rather than to split the kingdom and raise the spectre of civil war by openly advocating the cause of Carol.

Of the Bratișoara they say in Roumania: "No grass can grow where the Bratișoara are trading." Mild in personal intercourse, Ion, the eldest, betrays no sign of despotism beneath the coating of affable manners. Yet, with his brothers Dino and Vintilă, he has established himself at the head of the most influential political clique in Roumania.

Thus the stage is set for any eventuality. In the Roumanian Court, are the five royal women, helpless save to intrigue, the jealous young Prince Nicholas, and the pathetic infant, King Michael. In Parliament and the Government offices sit the Bratișoara party alert, tireless, wary, holding the country in tight grip. In Paris, reclines Prince Carol.

Anything may happen. Even civil war with Carol's party staging a coup d'état, and marching with the army and the peasants through Transylvania.

But just what happens next depends more on the five Royal women than on any man in or out of Roumania.—"United Press."

FOOD SHORTAGE.

INCREASE OF POPULATION TOO RAPID.

The world will suffer from an appalling shortage of food before the end of the present century if the increase in population continues at its present rate, it was predicted recently by Colonel L. C. P. Pollitt, a prominent member of the Society of Chemical Industry in Edinburgh, in an address before that organisation. He added that the only way to avert this catastrophe is to increase the output of agricultural land by the use of inorganic fertilisers.

The production of the world had doubled itself in 100 years after 1800, explained Colonel Pollitt, and that rate of increase is continuing unless the productivity of the soil keeps corresponding pace. Using to-day but cannot obviously go on all the available farm land in the world with present methods of agriculture, he declared, would not prevent the food shortage before the end of the present century.

The best method, he said, to combat this danger is to use inorganic fertilisers, the most inexpensive of which is nitrogen. He considered that the nitrogen industry must develop into one of the most important businesses.—"United Press."

The vernacular press announced the appointment of Mr. Liang Chia-fan as District Magistrate of Shanghai.

COMFORT FOR THE AGED.

Old people are easily tired out and saddened by coughing. For them is much comfort in a bottle of Camberwell Cough Syrup. It is a true, strengthening, cough syrup, with astringent properties and weaning qualities. It is a true, strengthening, cough syrup, with astringent properties and weaning qualities.

RUSSIA & CHINA.

NEW OPENING FOR CASH?

Affairs in China are moving toward a new opening for Soviet Russia, provided Soviet Russia is willing to pay the price in cash required for the project.

To-day Soviet prestige in China is at a low ebb. The Communist stock is about as badly depressed as it has been in a year or so. The Communist wing has been frozen out of the re-united nationalist organisation at Nanking. So much for the reading of the cards in China.

However, in Moscow other forces are to be reckoned with. Mrs. Sun Yat-sen and Eugene Chen are in Moscow. Mr. Chen, former Nationalist foreign minister and the most eloquent propagandist the Nationalists ever had, has issued an appeal for all true followers of Dr. Sun Yat-sen to rally to Mrs. Sun. Mrs. Sun has denounced the present Nationalist organisation, charging a fatal straying from the Sun doctrines. In other words, she charges that the three principles which were elevated by her husband into a sacred slogan and which since his death have become more potent factors as national beacons have been dragged in the mire and sullied with militarism. Mrs. Sun's brother, T. V. Soong, who formerly was considered a keystone in the Nationalist party, has been ousted. His sister is reported to be betrothed to Chiang Kai-shek, deposed Nationalist generalissimo.

There are reasons aplenty for assuming that the mission of Mrs. Sun and Mr. Chen in Russia is not merely to worship at the shrine of Communism. The meaning of rallying to Mrs. Sun certainly is more than vocal acceptance of her explanation of her break with the Nationalists. It is easy enough to see a door through which Russia may be able to re-enter China—provided Russia is willing to produce the wherewithal to finance a new campaign.

Canton received Sun Yat-sen back when he had lost out in his crusade on more than one occasion. Sometimes he had to fight to get back but he returned just the same. Russian support helped in his return and in his regaining of a footing. Russian help was a very big factor in the sweep to the north when Chiang Kai-shek carried the Sun banner. Soviet Russia helped to make the dead Sun Yat-sen stronger than the living Sun Yat-sen had been for several years before he died.

In Canton there is a region of uncertainty. Military control is in the hands of a clique, whose position is far from secure. It is largely a Kwangsi rule, and Kwangtung (the Cantonese province) ever has been hostile to Kwangsi rule. There are unattached armies in South China meandering about ready to climb on the bandwagon of anyone with cash in hand. There is Sun Yat-sen sentiment. The labour class provides a lot of Sun sentiment, a sentiment which readily can be turned Red—a fact well demonstrated. Canton runs radical with little provocation.

Soviet Russia has put a lot of money into China. Tangible returns to-day are not great. The results would not appear to warrant another try, but Soviet Russia is persistent. If the money is forthcoming a new foothold easily can be gained at Canton. And that would mean history would start to repeat itself, with another northern drive in the offing. —"Manila Bulletin."

24 HOUR CLOCKS.

NOT POPULAR IN GERMANY.

The twenty-four hour clock recently installed throughout the German railways system and in the Reichstag has a hard time winning the favour of the populace. Watch makers find there is virtually no demand for dials indicating the twenty-four hours of the day.

At a meeting of the Berlin watch makers one enterprising firm reported that it had devised a dial on which, at midday, the figures 1 to 12 disappear and the numbers 18 to 24 come up in their place. In spite of the fact that the firm carried on a big advertising campaign for more than a month, it sold but few watches with these dials.

This firm also canvassed public opinion in middle and southern Germany, and found that the conservative provincial population not only refuse the new watch but decline to "say half past thirteen" or "twenty-three o'clock."

HEREDITARY INFLUENCES.

Berlin, Sept. 18.—(Reuter)—The German Hereditary Diseases Law, which came into force on Sept. 1, 1926, has been suspended by the Federal Council of the Federal Republic of Germany.

COLLEGE SNOBS.

PROTEST AGAINST EXTRAVAGANT DISPLAY.

University students who go to college not to exhibit their wealth were the butt of the speeches made at the convention held at the campus of the University of the Philippines on September 20. Jose Zamora, recently elected alumnus member of the board of regents, remarked that the students to-day are in striking contrast to those of fifteen years ago.

He recalled his student days in Los Banos about fifteen years ago, when the sons of the rich and the poor mingled in fraternal comradeship in both the classroom and in the campus. The students then vied with each other not in the display of expensive and beautiful clothes in the campus, but in the amount of money they saved from their pensions at the end of the month.

He warned the students against the pitfalls of modern gaiety into which unwittingly the hard-earned money of their parents is sometimes thrown. He advised them to save because nothing can bring better satisfaction to the parents than the knowledge that their children are striving to lessen the burden of responsibilities of the family.

Several criticisms were hurled by President Bocobo at the students who take pride in parading about the campus in their cars when they do poor work in class. It is unfair to the bright students who happen to be poor to be snubbed like that, just because a regular "flunkie" has his parent's money to buy him a car, he said.

He urged the students to make better use of their money by buying good books instead of spending it on dress. He explained to them his plan of appointing a joint committee of students and members of the faculty to study the individual expenses of the students with a view of cutting out extravagance. The students may be advised by this means how to spend his money properly. In short, the committee will encourage the use of a budget in their expenses, he explained.

HUME DAM.

SECOND BIGGEST IN THE WORLD.

It was announced in August after the Federal Minister for Works and Railways had inspected the progress of the work at the Hume Weir, that the reservoir would be completed by 1930, and that it would be ready for partial use before then. This brings the completion of the work nearer than had been expected, for the period previously set to the work was about four years from the middle of this year.

The size of the cyclopean masonry bank of the river may be gauged from the fact that the rocks, or "plumbi," set in the concrete along the top of the unfinished wall, weigh several tons each.

The dam when completed (says the Sydney "Morning Herald") will contain the second biggest reservoir in the world. Some of the world's largest dams are:

acres feet

Elephant Butte (U.S.A.) 2,600,000

Hume Reservoir 2,000,000

Assuan (Egypt) 1,865,000

Roosevelt Dam (U.S.A.) 1,279,362

Burrinjuck Dam (N.S.W.) 771,641

The Hume Weir will thus be

nearly three times the size of Burrinjuck. The water area of the filled reservoir will be about four or five times the water area of Sydney Harbour.

The purpose of the reservoir is primarily, as part of the Murray works scheme, to provide storage for maintaining flow in the lower river during dry years. Another important service will be secured with the installation of hydro-electric plant. With the large head of water available for the purpose, it is calculated that this scheme will supply cheap power, manufacturing and domestic, for Albury and all settlements in New South Wales and Victoria within a radius of 100 or 150 miles of the reservoir. These hydro-electric works will eventually be linked up, as part of a great national scheme, with the Morwell undertaking in Victoria, and the future hydro-electric station at Burrinjuck.

Undoubtedly considerable tourist traffic will be attracted to the reservoir. The road of circumnavigation will provide for a double roadway, and the main road from Sydney to Melbourne will probably be diverted to travel over the reservoir.

The valley of the Murray offers some of the most beautiful country in Australia, with its background of high mountains, its numerous waterfalls, and its great variety of flora and fauna.



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FOR LADIES
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NEW COATS
NEW DRESSES
NEW HOSIERY

FOR SHOES
NEW RIBBONS
NEW LACES
NEW UNDERWEAR
NEW SHOES

FOR GENTLEMEN
NEW PULLOVERS
NEW GOLF HOSE
NEW FELT HATS
NEW TIES

FOR HANDKERCHIEFS
NEW SOCKS
NEW UNDERWEAR
NEW HANDKERCHIEFS

FOR THE HOUSEHOLD
NEW BLANKETS
NEW RUGS
NEW CARPETS
NEW TABLE LINEN

FOR GLASSWARE
NEW HARDWARE
NEW CROCKERY
NEW CRETTONNES

NEW TOYS, BOOKS & GAMES
CHRISTMAS CARDS & CALENDARS

LARGER SELECTION AND BETTER VALUE THAN EVER
CALL AND INSPECT OUR WONDERFUL VA

WHITEAWAY, GARDIANS
HONG KONG

ATTACK ON MOSQUITO.

APPEAL FOR CO-OPERATION OF PUBLIC.

The following is the speech given by Justice Charles H. Johns, chairman of the anti-mosquito executive committee, Manila, over the radio on September 20, in his appeal to the public to fight the mosquito.

To the people in and around Manila.

"The mosquito is a very tiny insect, but even so it is the primary cause of more sickness and distress in the Philippine Islands than all other insects combined. Thousands and thousands of pesos are spent by the people in and around Manila to destroy mosquitoes, but very little is expended to stop their breed and to remove the cause of their existence. By nature Manila is a very healthy city. But by a conservative estimate, the mosquito is primarily responsible for at least forty per cent. of all the sickness in and round its corporate limits. If one-half of the money which is spent by the people to destroy mosquitoes after they are bred, was judiciously expended to remove their cause and to stop their breed, there would be a saving of at least the other half, we would have very few mosquitoes, and there would be a very marked improvement in the general health of the community. To get results public opinion must be aroused, and there should be unity of purpose and a concert of action. To accomplish that the committee on the drive against mosquitoes is now organised. The work has been divided, and strong sub-committees have been appointed for each division, all of which are more or less important, and some of which will require much time, careful study, and a lot of hard work. We have the hearty co-operation of the acting governor-general, and are assured of the loyal support of all branches of the government, including the City of Manila, the bureau of public health, the chief of police, superintendent of schools, and the Boy Scouts. In addition, we will have the valuable advice, aid and assistance of the Rockefeller Foundation. From necessity money will be required, but not any large amount. We assure the public that all funds received will be judiciously expended for the good of the cause, and that no member of the Committee will be paid or receive any compensation for his services. We are all but this movement for the sole purpose of rendering services for the good of the public. If you have mosquitoes, it is either your own fault or because of your environment, or it may be both. For such reasons, we make an earnest appeal to every one to aid and assist in the removal of the cause. It has been done in other countries, and through a united effort, it can be done in this. It is an economic measure. In the end money will be saved, and there will be a marked improvement in the general health.

"There should be a general cleaning, draining and repairing of roof gutters. Unused bottles, barrels, pails, bamboo stumps, vases and cups should be emptied and cleaned out, and all dirt and filth removed. All empty tin cans should be buried. Cisterns or pockets in trees and holes on water tanks or ground depressions should be covered. All surface wells, ornamental fountains and artificial tanks should be thoroughly examined. All tall grass should be cut low. Keep the grass low. In short, there should be a general cleaning up inside of the house and in and around the premises to destroy and remove all places where mosquitoes breed. It should be remembered that they do not breed on premises which are not sanitary, and, particularly, in stagnant water.

"The committee makes an earnest appeal to all the residents throughout the entire district to aid and assist it in removing the cause for the existence of mosquitoes, and assures you in good faith that it will

make an honest and sincere effort to all and assist in the work. As to the residence, it is largely a matter of education, and to insure success, there must be mutual co-operation. You have no cause to complain against your neighbour, if you are guilty of the same offence, but you do have cause for complaint, if your premises are sanitary and his are not.

"Some or later your premises may be visited by a sanitary officer, a policeman or a boy scout. If so, treat them kindly, give them all information, and assist them to find out and remove the cause for mosquitoes. That is a very easy thing for you to do, and will be for your own benefit. If your children should bring home from school leaflets about mosquitoes, study them with care. They will be free of charge and full of good, sound, expert advice, and, if followed, will do much to rid your place of mosquitoes.

"So much for the residential sections roughly estimated to be responsible for about fifty per cent. of all mosquitoes."

"Bills are now pending in the legislature designed to authorize and empower the City to fill in the low lands which when completed will remove the cause for the other fifty per cent. Your Committee feels confident that the pending legislature will enact all necessary laws for that purpose. A forcible example of what that will accomplish is seen in the present campus of the University which, four years ago, was one of the worst places in the City for the breeding of mosquitoes. To make such fills of all of the low lands will require much time and involve a large expense."

"The third reason for the anti-independence attitude of the Minnesota Republican is based on the claim that the question is entirely too one-sided and that the American people are lost, too much out of consideration in the matter."

"The question of freedom for the Islands, Congressman Maas averred, has only presented the Philippines' side. The visiting republican believed that the American Government, with its enormous expenditures, should be entitled to consideration in the settlement of the problem. Lastly, Congressman Maas asserted that he believes that the people are not ready for independence. He declared that the American people have inculcated many new ideas and have changed many local customs but he maintains that the task is not complete.

"Both the visiting Congressman admitted that they have only been studying the Philippine question and situation at long range, by means of reading books and articles written about the Islands.

"Both declared that they intend to check up on what they have read so as to be able to affirm the attitude they have already assumed on the matter. Congressman Collins conducted a one-month investigation in Mexico and is on his way to China where he expects to remain approximately a month.

"He is serving his fourth term in Congress and is a member of the Appropriation Committee. Congressman Maas is a new member of Congress and has not been assigned to any Committee as yet."

FRENCH AVIATION.

French aviation is in a state of decline, writes J. M. Amiot, basing his assertion on interviews he says he had with the principal technical men in Paris.

The trouble, he adds, is that French aircraft are "brilliant the first few days but lacking in permanent worth." He gives the life of most French planes as under 100 hours of flying while American and German aeroplanes are good for 1,000 hours. As proof of this discouraging statement he says statistics show French army planes last year were replaced 1.5 times. The army, he comments, offers no objection to this policy, because the pilots like new planes and the builders like the business.

Amiot considers French pilots superior in ability and training to all others, but says that the government spurns new ideas and does nothing to encourage the development of solid, durable reliable flying machines.

The committee suggests that the Rotary Club as a whole support the bill. It also suggests that P.1,000,000 be made available for use by the committee in charge of the exposition, provided the bill passes.

The report to be presented to the Rotary Club by the committee also recommends that if the exposition materialise, one of the buildings used be made a permanent commercial and industrial museum and a place where civic meetings can be held.

After the Rotary Club committee report has been presented to its members, it will be sent to the introducers of the bill.

PHILIPPINES: POLITICS.

VIEWS OF AMERICAN SENATORS.

"My present attitude is that the Philippines should not be given their independence now or in the future, because I believe that the people here would be far better off and much happier if they were to remain permanently under the Government of the United States," Congressman M. J. Maas, Republican, declared without hesitancy to a "Philippines Herald" reporter.

Congressman Ross A. Collins, Democrat, who arrived on the Army Transport "Thomas" as did Congressman Maas on the other hand, expressed sympathy for the Philippine cause.

"So much for the residential sections roughly estimated to be responsible for about fifty per cent. of all mosquitoes."

"Congressman Maas based his position to independence on four principal grounds. The first reason is that unless the Philippine question is definitely settled, the amount of foreign capital necessary to properly develop the Islands will not be invested there.

"The inasmuch as the Philippines is the key to the Pacific situation and as the Pacific has become the centre of world interest, the maintenance of peace in the Far East will primarily rest upon the United States having a possession in this part of the world," he said.

The third reason for the anti-independence attitude of the Minnesota Republican is based on the claim that the question is entirely too one-sided and that the American people are lost, too much out of consideration in the matter."

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SUPPORT GROWING IN THE PHILIPPINES.

The Rotary Club committee of Manila has endorsed house bill No. 2,822 providing for the holding of a Far Eastern International Exposition in the Philippines in 1931. The committee, which comprises A. P. Drakeford, Arsenio Luz and George Frank, met on September 19 at the Vacuum Oil Company offices, of which Mr. Drakeford is manager, and after approving the bill, drew up a report to be presented at the meeting of Rotary.

The committee suggests that the Rotary Club as a whole support the bill. It also suggests that P.1,000,000 be made available for use by the committee in charge of the exposition, provided the bill passes.

The report to be presented to the Rotary Club by the committee also recommends that if the exposition materialise, one of the buildings used be made a permanent commercial and industrial museum and a place where civic meetings can be held.

After the Rotary Club committee report has been presented to its members, it will be sent to the introducers of the bill.

ALCOHOLIC ABUSES.

CENSORED BY GERMAN BISHOPS.

A scathing censure of prevailing alcoholic abuses is contained in a pastoral which the bishops of the diocese of Fulda issued recently. In strong language the letter sets forth that fabulous sums are daily being squandered on alcohol, tobacco and other "sins." The letter also condemns all public houses, clubs, bars, restaurants, etc., as "a curse to society."

FORTUNE BY THUMBPRINT.

COURT RULES: DONATIONS NULL AND VOID.

New York, Sept. 10.—The distribution by a mere thumbprint of an aged Indian's wealth of more than \$1,000,000 has been halted by a decision of the United States district court.

Revoking reputed gifts of \$550,000 by Jackson Barnett, Creel Indian of Oklahoma, to Beaconsfield in Oklahoma, and to Mrs. Barnett, federal judge Knox had ordered the fortune gathered by Barnett in Oklahoma oil lands placed in care of the secretary of the interior for administration.

Barnett, once the occupant of a humble cabin in Oklahoma, was "solicited and importuned for donations, kidnapped and married by an adventurer and harassed and an-

oyed by his until he became wealthy, was allowed to shift for himself and to eke out an existence as best he could."

"This he did in a more or less haphazard way until oil was found upon his allotment of land in Oklahoma. From that time until the present he has been the battlefield in a game of shuttlecock in which the stakes were high."

Judge Knox said Barnett was "solicited and importuned for donations, to which he readily affixed his thumbprint," and was finally induced to assent to part with liberty bonds in the vast sum of seven hundred thousand dollars.

The decision pointed out that Mrs. Barnett, who was in court daily last fall during trial of the case to help her husband "get his rights," as she expressed it, was to establish a trust fund for her husband out of her share, after giving her attorney \$125,000 or more.

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CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

ST. JOHN'S CATHEDRAL, HONG KONG.

October 2, 1927.

16th Sunday After Trinity.

Holy Communion (8 a.m.)

Children's Flower Service (10 a.m.)

Addressed by Rev. W. T. Featherstone, Matins (11 a.m.)

Preacher: Rev. H. Copley Moye, Holy Communion (12 noon)

Evensong (6 p.m.)

Prescher: Rev. H. A. Wittenbach.

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A WEEK'S PAPERS IN ONE.

For the first time in many months Chinese military activities have shifted from the Yangtze ports to the coastal city of Swatow, which has been captured by a body of "Reds." Situated in the Provincial of Kwangtung and nominally under the dominance of General Li Chai-sum, Swatow capitulated to the invaders without much of a fight. Three Cantonese forces are now making their way towards the city, and it is expected that the "Reds" will evacuate rather than force the relieving soldiery.

The situation on the Yangtze is not very definite. What is certain is that the breach between the Wu-Han and Nanking Nationalists is gradually widening and that there is little likelihood of a united government or military organisation to take up arms against the North. Full details are given in the "Overland."

During the week the Portuguese colony of Hong Kong has been in fete in honour of the visit of H.E. the Governor of Macao. His Excellency's activities are fully set forth in this issue of the "Overland." Of great local interest also has been the trial of the two Chinese charged with the murder of a European lady, Mrs. Mackay, at Chai Wan, a little while ago. Sporting and social activities are fully dealt with in this issue.

READY TO-DAY.

Mail via Suez closes at 10.30 a.m. on Saturday.
 Mail via Siberia closes at 10.30 a.m. on Tuesday.

SINGLE COPY 30 Cents.

[Sold on the streets and at the bookstalls or you can send your subscription to the office, H.K. \$13 per annum, or \$15 including postage abroad.]

"THE OVERLAND CHINA MAIL."

MOTORING SECTION

DRIVING SPEED.

VIEWS ON RECKLESS DRIVING.

The question of driving speed is certain to bulk more largely in the future control of road traffic and it would be well if motorists considered the distinction which must be drawn between driving recklessly and driving too fast. To many the phrases practically are synonymous, but there is a wide difference in the punishment inflicted should either result in a serious collision. Logically considered, reckless driving embraces, if it does not consist in handling a car so that it definitely creates acute danger, not only to the culprit but to the public, if there be any. Driving at a too high speed—for the time and place—has potentialities of danger for the public. The one is a definitely culpable act, wilfully done; the other may be result of ignorance of conditions, but in any case falls short of criminality. We greatly fear that the average fast driver is too prone to consider the matter solely as it affects himself. That is to say, he regards his speed wholly in terms of control. If he has a fast car, well equipped with brake power, possessed of good acceleration, and steady under all conditions, he refuses to admit that he is driving either dangerously, recklessly, or too fast if his speed admits of a prompt restriction by braking to relatively low speeds. He will claim to be driving as safely at 50 or 60 m.p.h. as another driver will be at 35 or 40, whose speed limit is 50, and whose car, not being designed for really fast travel, neither decelerates nor accelerates so rapidly. If we leave the "tertium quid"—the public—out of the problem, probably he is quite correct. But we cannot do so. Nor do we now adopt as a full defence the convenient argument that the public has its responsibilities as well as the motorist, and should not do this, that, or the other thing, because of the actual or probable or possible presence of fast motorists like himself. The very fact that fast drivers possessing cars such as are here postulated, do become involved in collisions and other accidents is proof that the motorists cannot regard as a factor to be determined by each for himself. The mentality, temperament and skill of motor drivers are not constants any more than are similar traits in the average citizen, and we must all provide, or allow, such a margin of safety for the other fellow's error, or indiscretion, or mental indecision, as will make the road secure for everybody. We see relatively little recklessness, as apart from ignorant driving, but we must admit that we see much that seems too fast. Curiously enough, it usually is the motorist equipped with a quite ordinary car who indulges in recklessness. He takes risks and creates them in order to get either a higher speed or a faster average than his car can readily accomplish. He imitates the 60 m.p.h. car with one the limit of which is 45 at the outside, although probably he will claim ten miles more. The too-fast driver often creates discomfort, anxiety, and mental disturbance, not only in the lay public, but in other motorists, and when the to him unexpected happens he does not boldly admit his speed and defend it, but usually cuts it in half and puts the entire blame for consequences on his victim, thus stultifying his own action and arguments.—"The Field."

A SIDE SKID.

JUDGE ON LIABILITY FOR DAMAGE.

A case of considerable interest and importance for motorists was recently decided in the Walsall County Court. As the result of a side skid two cars came into collision and both parties claimed damages from the other. The judge decided in favour of the plaintiff who had been smashed into by defendant as the result of the latter's car skidding on wet asphalt. The facts appeared to be that the skid was caused up to by an endeavour to cut into a line of traffic. It proved to be impracticable and in the subsequent endeavour to extricate himself out of trouble he applied his brakes so abruptly that his car skidded and collided with the plaintiff's. The learned judge presumably not only gave a sound legal decision, but he also delivered a healthy motoring judgment. Too many motor car drivers assume that collisions due to side skidding on wet road surfaces are accidents of a nature which absolves the skidder from legal responsibility for damaged accruing. There was a time when that view was fairly certain to final legal acceptance, but today judges and juries themselves are motorists and understand the causes which lie at the root of such happenings. In this case the whole incident was caused by the driver judiciously attempting to pass other traffic and cut in where there was no room. When he started to do that he accepted responsibility for all that arose out an indefinitely proceeding and the court justly condemned him in its cost.

SUPER-SIX LINE.

ENGINE-IMPROVED, WHEELS SMALLER.

A new line of Essex Super-Six cars, with larger and more powerful engines, has been announced by the Hudson Motor Car Company. Noticeable outward changes include a rounding of the rear quarters, and colour jobs in two tones. Wheels are one inch smaller in diameter, with larger-sized tyres, adding to the appearances of trimness and ruggedness. Molding and window reveals are utilised as decorative features.

Experimental runs in the new Essex show that it develops higher speed than its predecessor, and improved performance. Company engineers assert that it can be driven indefinitely at a speed of fifty miles per hour, something unusual in its price class.

Improvements in the engine include a displacement increase of about 10 per cent. A quarter-inch has been added to the stroke, the new dimensions being 211-16 x 4-1/2 inches. Crankshaft is larger and heavier; connecting rods have been redesigned and bearings enlarged to care for additional power loads. Advantages which have been retained include aluminium pistons, balanced connecting rods, super-six crankshaft, roller tappets, front and drive by silent chain, highly developed splash lubrication, etc.

The speedabout body and hood are finished in Sahara sand, with moldings and wheels in emerald; the striping is black, picked out in red. Coach and coupe are finished in two tones of green; the moldings are black, with green centre and edged with straw colour. The sedan is in two tones of gray, set off by deep green moldings, edged with white.

Upholstery is in richer fabrics than have been used before in the Essex line. The material is attached by a new method, giving additional smoothness and attractiveness. All inclosed cars have dome light, door pocket, rear-vision mirror, window curtains of silk, anti-theft lock on transmission and all instruments grouped under glass and indirectly lighted.

Of special interest is the improvement made in the seating arrangement of the coach. The right front seat is so mounted that it can be slid forward far enough to admit passengers to the rear seat, or permit them to leave it, without inconvenience to the driver. The coupe is finished optionally in leather, for business purposes.

In order to expand production facilities, the Essex plant was closed, with several thousand unfilled orders waiting.

RIGHT OF WAY.

Failure to yield the right of way is the cause of a great many accidents, particularly on city streets. Were all drivers to conduct themselves as ladies and gentlemen, it would be unnecessary to prescribe rules, governing the right of way; the rules of good breeding would cover all cases.

But, unfortunately, the automobile has made of most drivers a class of selfish, grasping individuals who are prone to take advantage of the other fellow, at every opportunity. At least, this is their attitude, while driving. Take them out of their cars and they may be most polite and considerate of the rights of others.

The principal rules, governing the right of way are these:

When two vehicles approach an intersection of public highways at approximately the same time, the vehicle approaching from the left shall have the right of way, provided such vehicle is travelling at a lawful speed.

The driver of a vehicle entering a public highway from a private road or drive shall yield the right of way to all vehicles approaching on public highway.

Police and fire department vehicles shall have the right of way over all other vehicles.

Upon the approach of any police or fire department vehicle, every other vehicle shall immediately be moved to a position as near as possible and parallel to the left-hand curb, and shall remain there until the police or fire department apparatus has passed such vehicle.

The safest rule to follow and one which is not laid down in any Motor Vehicle Act is:

"In case of doubt, play safe and yield the right of way to the other fellow."—Manila Times."

NEW ALLOY PISTON.

One of the leading American manufacturers has adopted a new type of alloy piston, with which it is claimed that piston slap can be almost eliminated. The design uses a very light shell of alloy, and is braced on the inside by a number of light steel ribs, which are so arranged that, in addition to strengthening the job, they also absorb the expansion of the shell. Standard types of rings are fitted. The piston is extremely light, and by virtue of its ribbed feature can be fitted very much closer to the cylinder walls than other makes, with the result that the slap so common in engines with alloy pistons is entirely eliminated. The engine would run more smoothly and double the life should be obtained without the need to rebores cylinders.

ROAD DUST.

Under severe operating conditions, road dust in the lubricant of an automobile will considerably increase friction losses, while at light loads, little difference will be noted.

These facts were discovered by the United States Bureau of Standards which has completed a series of laboratory experiments to determine the effects of road dust on lubricants of automobiles.

HELPS OVER HARD PLACES.

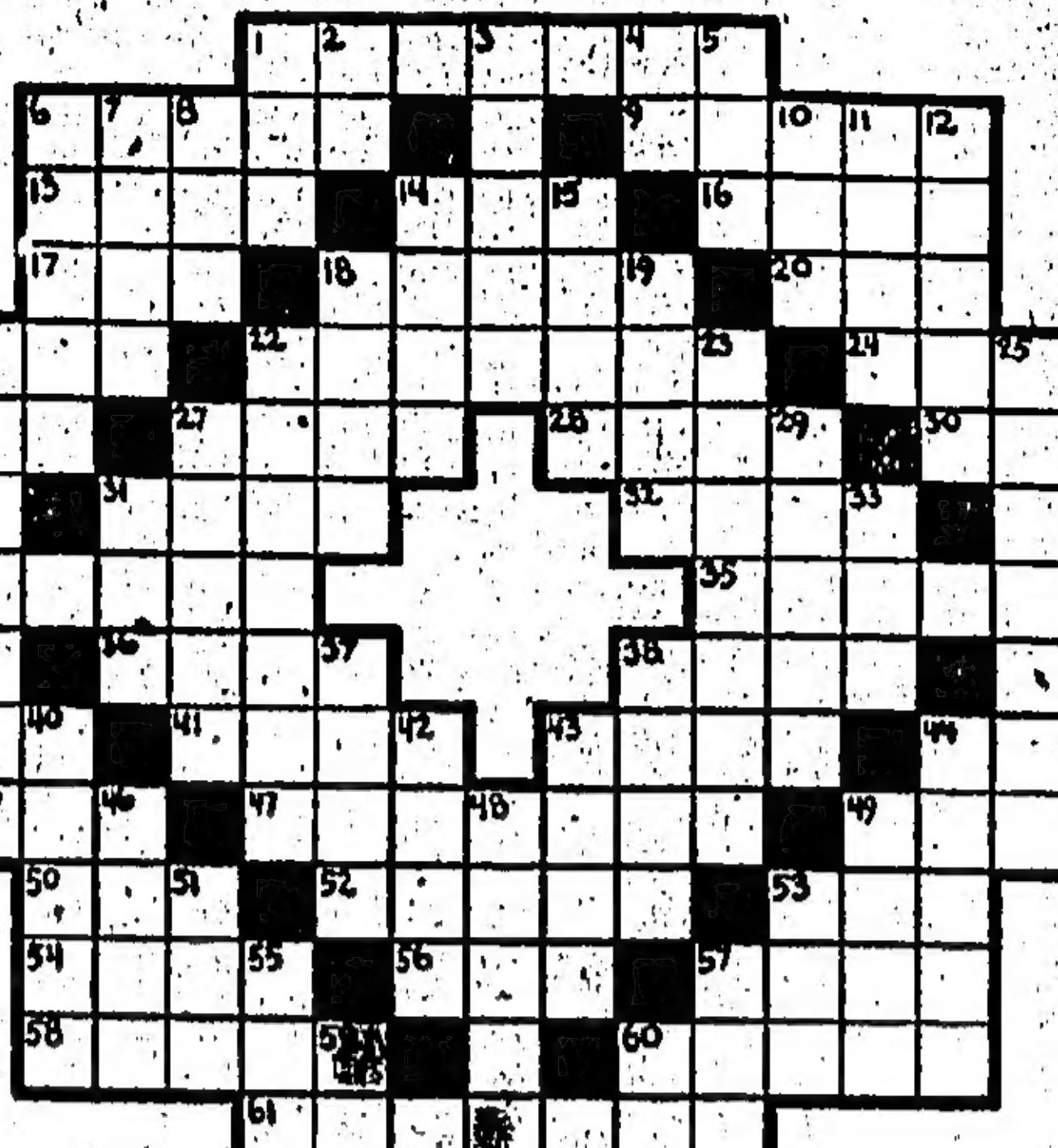
"Diluted with a little sweetened water, Chamberlain's Colic and Diarrhoea Remedy is easy to take and almost instantly eases sudden and intense stomach pains, cramps and intestinal disorders. A mother is perfectly safe in giving it for those stomach aches so inseparable from childhood." Sold and recommended everywhere.

BRINGING UP FATHER.



DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL (Cont.)

1-One who steals game
 6-A cut of meat
 9-Corridors
 12-To petition
 14-Amount
 15-A domestic animal
 17-A rodent
 18-The rainy month
 20-Raw mineral
 21-A period of time
 22-A form of wrench
 24-Father
 26-Forever
 27-To his
 28-New England State (abbr.)
 31-The highest point
 32-An appendage
 34-Jinx
 35-Track (s. Afr.)
 36-A puppet
 38-To cook slowly
 39-Right Worshipful (abbr.)
 41-A part of a finger
 42-To sow

VERTICAL (Cont.)

1-Watering-place (pl.)
 15-Fun-bearing animal
 16-Part of a church
 19-Loaned
 21-Dicks
 22-Like
 23-Cooked in an oven
 25-Ordered
 27-A child
 28-Two-legged animal
 31-Conjunction
 33-Dane
 37-Stead
 38-A prophet
 40-A thin cookie
 42-Final
 43-Abbreviation meaning all right
 44-A drink
 45-A state of unconsciousness
 46-A country in Asia
 48-Constructed
 51-Invert
 52-Burky
 53-To fasten
 55-Deep wheel track
 56-An animal
 58-White

VERTICAL

1-Wages
 2-Abbreviation meaning all right
 4-Tread
 44-A drink
 45-A state of unconsciousness
 46-A country in Asia
 48-Constructed
 51-Invert
 52-Burky
 53-To fasten
 55-Deep wheel track
 56-An animal
 58-White

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

HONGKONG HEIGHTS.

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mr. Parker	1734
Mountain Lodge	1725
The Byrne	1725
Peak Hotel	1305
Talkoo Sanatorium	1000
Mt. Davis	877
Bowen Rd. (filledbeds)	297
Mainland.	
Talmoshan	3124
Kowloon Peak	1971

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(Official Photographers of the "China Mail")

BUT, DON'T GO OUT, IF HE GOES, IT MEANS ALL AGAIN!

WELL, THEY'LL HAVE TO CATCH US FIRST.

DON'T ARGUE, COME ON.

WE'RE PINCHED AGAIN.

I THINK I'M SHOT.

HEY!

ALL RIGHT, BUT LET'S KEEP MOVIN' THAT ELEPHANT MIGHT FIND US.

WELL, NOW THAT WE ARE OUT OF TURKEY AN' WE GOT RID OF THAT ELEPHANT LET'S GIT RID OF THESE TURKISH HATS.

THE CHINA MAIL.

JUST RECEIVED

Flower and Vegetable Seeds.

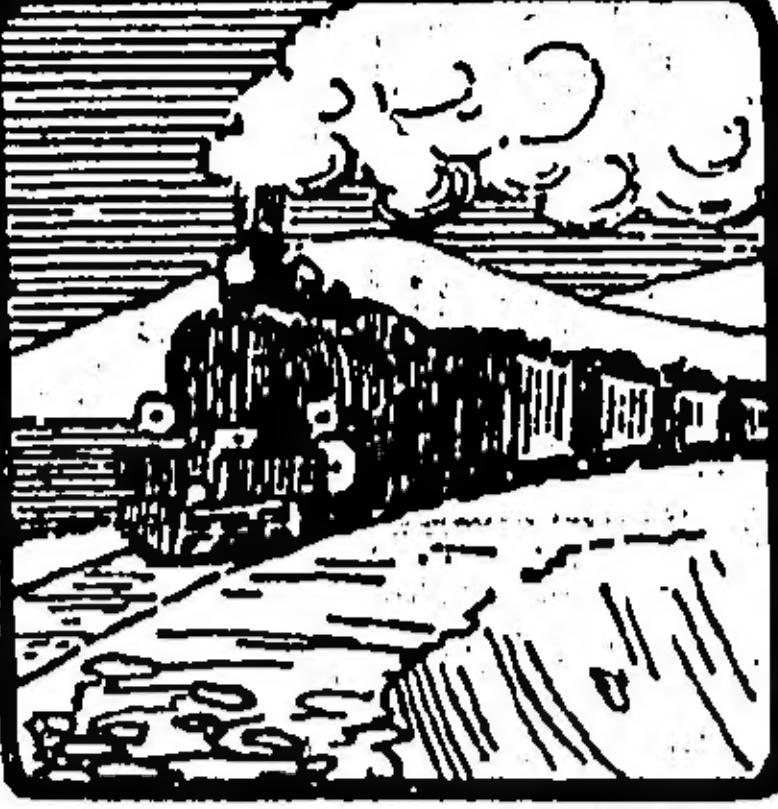
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KOREA.**EFFECTS OF JAPANESE RULE.**

(By Kiyoshi K. Kawakami.)

One of the most far-reaching reforms undertaken by Japan in Korea is in the field of education. For centuries before the advent of the Japanese regime the only educational organ in Korea was that known as *kuelpang*, a sort of household reading room in which a Korean master of the Confucian school gathered around him a small group of pupils and taught the reading of the Chinese classics usually on Confucian lines. It taught no useful or scientific subjects such as mathematics, arithmetic, geography, history and physics. When Japan introduced modern institutions in Korea there were some 20,000 of these reading rooms in the entire country, where the Chinese classics were taught to the exclusion of all modern knowledge. It was neither wise nor practicable to abolish these *kuelpang*s at once and establish modern schools in their place. When the Japanese administration built spacious school-houses, each accommodating hundreds of children, and began to teach modern subjects, the Korean parents looked askance at them, while the masters of the *kuelpang*, the old schools, suspected that the new schools were designed to deprive them of the means of livelihood. The only wise way for the new administration, therefore, was to go about it gradually and with discretion. Although new schools were established in cities, where the people were more progressive, many of the villages were for some years practically left to *kuelpang*. In 1911, Korea had 235 common or primary schools established by the Japanese government along modern lines. By 1920 the number increased to 561, in which 1896 Korean and 876 Japanese teachers taught 103,266 Korean children.

In the last few years a remarkable change has come over the sentiment and attitude of the Koreans towards the new school system. They have come to recognise the superiority of modern education, and are willing, often eager, to leave the *kuelpang* to enter the new school established by the Japanese Administration. This is indeed a happy sign of progress. It is also indicative of the spirit of trust in which the Koreans are beginning to face the Japanese Administration. Their thirst for education and better schools has been such that they are not only ready to discard the *kuelpang*, but they are increasingly dissatisfied with the schools maintained by various foreign missions. Where ten or even five years ago the Korean students showed decided preference for mission schools and were inclined to avoid government schools, they are to-day clamouring for the latter to the embarrassment of the former. In the last two or three years there have been "strikes" in the missionary schools throughout the country. The Koreans, dissatisfied with the equipment of the mission schools, or what they fancied the "haughty" attitude of their foreign teachers or the general treatment accorded by the missionaries, have resorted to the extraordinary performance of strike as a means of protest. In my travel through Korea last year, I visited mission schools in various parts of the country, I interviewed missionaries and foreign teachers who were frankly distressed with the new spirit of restlessness, un-discipline, and untractability which had come to influence their native students.

The Japanese Administration, responding to this increased demand for better schools, has since 1919 been building schools as fast as its finances permit, that is, at the rate of about 120 a year. There were at least 870 schools of the primary grade at the end of 1923. In these schools the pupils for six years are taught Korean, Japanese and Chinese languages, ethics, arithmetic, mathematics, history, geography, physics, drawing, music, elements of agriculture and commerce, to which sewing is added in the case of girls. At present there is one common school for every three villages. According to a British authority the British colony in South Africa has hardly one school for every three hundred villages.

Above this primary or Common School of six years, is the middle, or officially, Higher Common School, where the course of study extends over four years. Of this school there were 21 (14 for boys and 7 for girls) at the end of 1920. These are located in larger cities where people are more advanced and where there is a genuine demand for higher education. In December, 1919, English was made obligatory in these schools while French and German remained optional as before. Elements of law and economy were also added to the curriculum. These reforms were introduced in the hope of making education in the Middle Schools in Japan and thus facilitate the admis-

sion of Korean students to higher educations in any part of the empire.

Both in Common Schools and in Higher Common Schools the curriculum is practically the same as those in the corresponding schools for the Japanese students in Korea; save for the fact that in the Korean schools emphasis is laid upon the Korean language. There is no foundation for the studious circulated canard that the Japanese Administration is trying to stamp out the Korean language. No less than 7,000,000 text books in Korean are being printed every year. Why this enormous output if the native language is to be eliminated? In the Common Schools, Korean is taught at least six hours a week, while in the Higher Common Schools it is "the recognised medium of instruction." Thus educational barrier between the Japanese and Koreans has been removed, and the Koreans are enjoying educational opportunities such as were never enjoyed under the old regime, or even in mission institutions. True, there are separate schools for Japanese and Koreans in the primary and middle grades. This is considered both inevitable and advisable at least for the time being, because of difference of language. The ultimate aim of the educational authorities, however, is to educate both Koreans and Japanese in the same schools. Even at present where considerations of location and other circumstances render it desirable to have Korean children attend Japanese schools no objection is raised to the admission of Koreans.—"Japan Times."

CROWDED CENTRE.**INTERNATIONAL SETTLEMENT OF SHANGHAI.**

The International Settlement of Shanghai is rapidly becoming one of the most crowded centres in the world!

Numbers are generally impressive. The greater the mass the bigger the momentum. Any resident of Shanghai who gives play to his imagination cannot but be awed by the possibilities for good or evil that lie in the vast conourse of people that gather here. Every alleyway is congested and every street crowded.

Any little affair in the street, however small, immediately brings a big crowd. If it happens to be an affair in which there is a foreigner or two the crowd mounts with startling rapidity and soon, unless police take hand, thousands gather. Fortunately, however, it is a crowd that usually is only swayed by curiosity, but the mind can easily imagine what potential powers for mischief may lurk behind the masses.

Alleyways make up one-third of the east communication system of Shanghai. In these alleyways the coolies and workers live by the tens of thousands. Go into one of these forbidding-looking alleys at any time of the day or night and you will find Chinese in evidence, loitering, walking or standing about mysteriously.

Since last March thousands upon thousands of Chinese have flocked to Shanghai and sought refuge in the International Settlement. Additional thousands are pouring in every month into an already crowded area.—United Press.

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AND

SHANGHAI HOTEL.

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Roof Garden on Saturday.

Modern Convenience.

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Facing the harbour.

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AFTER DINNER DANCES

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EVERY SUNDAY EVENING

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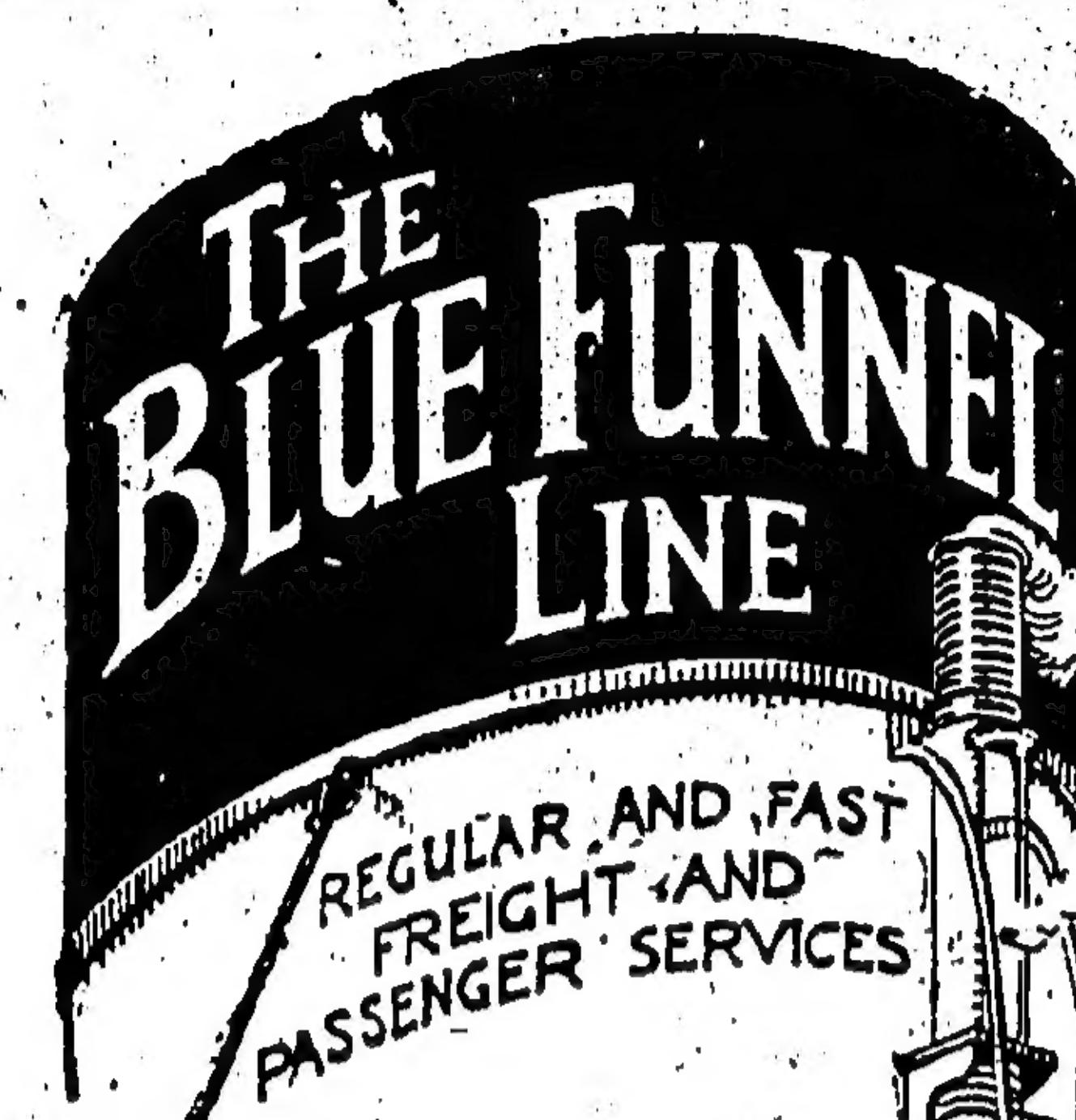
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LONDON SERVICE.

"HECTOR" 5th Oct. Marseilles, London, Rotterdam & Glasgow
"PHLOCETTES" 16th Oct. Marseilles, London, Rotterdam & Glasgow
"AEneas" 1st Nov. Marseilles, London, Rotterdam & Glasgow
"CALCHAS" 15th Nov. Marseilles, London, Rotterdam & Hamburg
via Casablanca.

LIVERPOOL SERVICE.

"LYCAN" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow
"PELEUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow
"CYCLOPS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"BOE & YOKOHAMA" 15th Oct. Victoria, Vancouver & Seattle
"TYNDARIS" 3rd Nov. Victoria, Vancouver & Seattle
"PROTECHLAUS" 13th Dec. New York, Boston & Baltimore

NEW YORK SERVICE.

"PHENIX" 4th Dec. New York, Boston & Baltimore
"MAGHAON" 13th Dec. New York, Boston & Baltimore

PASSENGER SERVICE.

"HECTOR" 5th Oct. Singapore, Marseilles & London
"AEneas" 1st Nov. Singapore, Marseilles & London
"SARDON" 30th Nov. Singapore, Marseilles & London
"PATROULIS" 28th Dec. Singapore, Marseilles & London

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POST OFFICE NOTICE.

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hong Kong and the following places:—

Philippine Islands, French Indo-China, Province of Yunnan Canton, Wuchow, Kungmoon, Holhoo, Macao, Kwongchouwan, Fort Bayard and Amoy.

Rates and further particulars on application to the Radio Counter, 1st Floor, General Post Office Building.

Swatow Service temporarily suspended.

INWARD MAIIS.

From	Per	SATURDAY, OCTOBER	1
Shanghai		Szechuan.	
Sundays		SUNDAY, OCTOBER	2
Straits		Suwa Maru.	
Straits		Sui Sang.	
U.S.A., Canada, Japan, Shanghai & Europe		Pres. Pierce.	
via Siberia			
MONDAY, OCTOBER	3	Tilawa.	
Amoy		Emp. of Canada.	
Manila		Arafura.	
Australia & Manila			
TUESDAY, OCTOBER	4	Torilla.	
Straits			
MONDAY, OCTOBER	10	Emp. of Russia.	
Canada, U.S.A., Japan & Shanghai.			

OUTWARD MAIIS.

For	Per	SATURDAY, OCTOBER	1
Manila		West Sevana	1.30 p.m.
Straits		Selistan	2.30 p.m.
Japan		Samarang Maru	3.30 p.m.
Saigon		Produce	4.30 p.m.
Samahui & Wuchow		Tai Hing	4.30 p.m.
Fort Bayard		Sun Kong	5 p.m.
Swatow		Chak Sang	5 p.m.
SUNDAY, OCTOBER	2		
Java via Batavia		Cheribon Maru	8.30 a.m.
Swatow, Amoy & Formosa		Kaijo Maru	9 a.m.
"Swatow & Bangkok		Kweiyang	9 a.m.
MONDAY, OCTOBER	3	Luchow	10.30 a.m.
Swatow		Suwa Maru	10.30 a.m.
Shanghai and Japan		Pres. Pierce	4.30 p.m.
Manila		Suyieng	5 p.m.
Amoy			
TUESDAY, OCTOBER	4		
Shanghai, Japan, Canada, U.S.A., "C. & "S. America & Europe via San Francisco, 28th Oct. & Europe via Siberia.		Empress of Canada	5 p.m.
Swatow, Amoy & Foochow			
"Swatow & Bangkok			

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Fort Bayard		Sun Kong	5 p.m.
Swatow		Chak Sang	5 p.m.
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China Mail

ESTABLISHED 1845

HONG KONG, SATURDAY, OCTOBER 1, 1927.

THE DOLLAR DIRECTORY CO.

INVITE INFORMATION FOR THE

1928 ISSUE

OF THE

DOLLAR DIRECTORY.

OPIUM IN CHINA.

What Becomes of the Seizures.

LEAGUE INTERESTED.

Chinese Committee Member Not Present.

Geneva, Yesterday. At a meeting of the League's advisory committee on the opium traffic, from which the absence of the Chinese member was much remarked, Sir Malcolm De Levington, Britain, proposed that the Peking Government instruct the Chinese Maritime Customs to send complete details of the seizure of opium at all Chinese ports and state what becomes of such seizures.

The committee passed a resolution to this effect and agreed to the suggestion of Mr. Saito, Japan, to forward the resolution to the League Council for necessary action.

The committee will shortly discuss the important Italian proposal in favour of intensifying the control of illicit traffic in opium and dangerous drugs, while the Portuguese will call attention to the opium traffic in the Persian Gulf.—Reuter.

MUTINY IN PRISON.

100 NAVAL MEN ARE RELEASED.

Toulon, Yesterday. A mutiny broke out at the Naval Prison, apparently as a protest against the food supplied. A dozen prisoners secured crowbars and similar weapons and smashed doors and windows, liberating about 100 of their comrades, who noisily demonstrated and committed much damage.

Maritime gendarmes and armed bluejackets rushed to the prison, rounded up and forced the prisoners into one large room where they were individually secured and removed to Malbousquet Prison.

The din attracted dense crowds to neighbouring streets, and reinforcements of police were necessary to clear a way for the traffic.—Reuter.

FATAL TORNADO.

EIGHTY-SEVEN DEATHS IN AMERICA.

St. Louis, Yesterday. Eighty-seven are now dead as a result of the tornado. 671 are in hospital, many in a critical condition. Five thousand buildings were destroyed and an area of six square miles devastated. A number of people are still missing.—Reuter.

PIRATES' GUARDS.

CHINESE 'PROTECTORS' TURN ON CREW.

NEARLY \$6,000 TAKEN.

The piracy of a junk by the armed Chinese soldiers who constituted the anti-piracy guard is reported by the master of a trading junk who on his return to Hong Kong got into touch with the local police.

The master reports that the junk left Hong Kong on September 11 with a cargo of bran and rice, their destination being Chan Chuen, in the Sun Tak district (a few hours journey from Canton). They arrived at Taishan on the 12th and remained there until the 16th when they were taken in tow by a launch named the "Yan Na."

There were on board as an anti-piracy guard a party of five Chinese soldiers and an officer and two hours after departure from Taishan, the "guard" turned on the crew, and imprisoned them in the hold, towing the junk to an out-of-the-way place in the neighbourhood of Wan Ho, in the Pui Yat district.

Here the cargo of rice and bran, the value of which was \$6,000 was unloaded and the Chinese soldiers decamped together with an additional \$200 in cash.

The local constabulary was notified.

HOME FINANCES.

Big Increase In Revenue.

FALL IN INCOME TAX.

Estate Duties And Customs Yield More To State.

London, Yesterday. The revenue for the six months ended September 30 was £328,587,370 sterling, an increase of £6,321,329 over the corresponding period of 1926. Principal decreases were Income Tax £3,145,000 and principal increases were Estate Duties £6,130,000, and Customs £3,197,000.

Expenditure during the six months was £84,767,188, compared with £88,990,051 last year. The principal increase was due to the repayment of debt which had risen from £15,375,466 in the first six months of 1926-7 to £21,178,353 in the first half year of 1927-8.—Reuter.

MACAO GOVERNOR.

OFFICIAL VISIT CONCLUDED TO-DAY.

QUEEN'S PIER SEND-OFF.

Accompanied by Madame and Mlle Barbosa, H.E. the Governor of Macao, Senhor Artur Tamagnini de Souza Barbosa, left Hong Kong this morning at the conclusion of his official visit to the Colony which has extended over a week.

Senhor Barbosa was accompanied from Government House by H.E. the Governor of Hong Kong, Sir Cecil Clementi, K.C.M.G., other members of the party being Chief of Staff Comdr. Almeida Pinheiro, Capt. Whyte (A.D.C. to H.E. the Governor of Hong Kong), Lieut. Abreu (A.D.C. to H.E. the Governor of Macao), and Capt. B. R. Forster (Private Secretary to H.E. the Governor of Hong Kong).

At Queen's Pier a Guard of Honour, consisting of a detachment from the 1